



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

December 2011

Picture of the Month



Well known Galt pilot, Bruce Schottland, was recently elected as the new President for EAA Chapter 932. He will lead the chapter for the next two years, beginning December 1st. Pictured above left, Bruce flying young eagles in August 2010. Photo by Justin Cleland.

"Glass Cockpit" Cherokee

By Larry Schubert

It was about a year ago that Galt Traffic published the article by Larry Ewing about his brand new iFly 700 navigator. I was really intrigued, and I asked him to show it to me at last year's Christmas party. I asked Santa for one, and she was kind enough to come through for me.

In the last year, we've had a number of Galt folks jump on this bandwagon, partially because of us pioneers beating the drum so loudly. Since I've had about a year to use it, I thought our readers would be interested in my opinion of the unit and the company behind

it now that I have experience under my belt.

In short, I am extremely pleased with this device. It is an amazing value for the money. I think I have paid for it already in the elimination of chart purchases. With my purchase, I got 18 months of free updates. And you can do it as often as you want, any time you want. This is the whole shebang... sectionals, terminal area charts, low altitude en-route IFR charts, approach plates, airport diagrams, everything.

A cool feature is that when a chart comes up the expiration date appears for a few seconds, so you

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Editor's Note

As another year draws to a close I want to bring a serious matter to the attention of our readers. There are always challenges facing general aviation and we need to make sure we are all aware of these issues and taking action to protect our own interests as pilots.

One of the most recent developments is that the FAA is proposing to begin charging for digital charts on April 5, 2012.

On the face of it, this would seem completely reasonable. However, they plan to only provide their digital products to organizations who have an agreement with the agency's AeroNav Services branch and not directly to individual pilots, which is cause for concern.

The FAA has long charged a nominal amount for its paper charts, but currently the digital data is free and accessible to all pilots, or available for a low-cost subscription through commercial vendors who use the data in their flight planning applications, such as iFly 700 or Foreflight.

Pilots and industry advocates like AOPA and EAA are concerned that the FAA's proposal may ultimately set up a fee structure that causes a safety-of-flight problem. Both associations are collaborating with industry vendors to present a united front to the FAA in advance of a December 13 meeting with the FAA when they will have an opportunity to air their concerns.

I urge all pilots to support EAA and AOPA in their fight for our rights as pilots.

Beth Rehm, Editor

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can check to see that you are operating with current charts. I was a bit worried early-on that updating would be complicated. Not so. It is really simple. You go to the site, pick what you want, download the package, put it on a thumb drive, plug it into the unit, and push update. That's it. Plus, if you update right before a flight, it loads current TFR and METAR information.

Until recently, I had simply hand held the unit in the airplane, sitting it on the seat when not looking at it. This was a little clunky, and I also found that sometimes it would lose the satellite depending on where I placed it (it has an internal antenna) unless I had the external antenna hooked up.

I do not like yoke mounted devices. So I pondered on this for a while until I came up with what has proven to be a good solution. I cobbled together the old yoke mount from my Garmin 496 with the iFly mount, and was able to mount the device below my 496. It's easy to view, but out of the way. And, it's simple to de-mount and take home.

I've also got the external GPS antenna hooked in, and have it wired to the cigarette lighter. So, as you can see from the photo, I've now got a steam-gauge & glass cockpit. Dual GPS, weather on the 496, and no charts stuffed in the cabin.

It gets better...

A few months ago, the iFly folks came out with a software update. And it was free. It improved some usability issues (minor), but had one HUGE advantage. When you pull up an approach plate, there is your little green plane on the plate. You know exactly where you are on the approach. Absolutely amazing. I have tested this out with a bunch of different approaches, and it works



Larry's iFly 700 conveniently mounted below his Garmin 496. Photograph by Larry Schubert.

like a charm. If you are situationally unaware with this unit, you should not be behind the controls.

One of the minor issues I had before the update was switching between an approach plate, back to the map, and then back to the plate or to a different approach. It could be done, but it involved several screen touches and was a little clunky.

Now, when on the approach plate, you just push a "back to map" button and you switch. To get back to the plate, you just push "history" and it shows you the most recent pages you had up, latest at top. Punch that, and you're back to the plate. Way easier now, and very intuitive.

I have also started to use the remote. That sat in the box until recently, so I decided to play with it. I like it. You can zoom in and out, switch maps and do other stuff without touching the screen. It is handier that I thought it would be.

Nothing's perfect

Ok, I have one minor complaint. When you have a "go to" laid in, it draws a magenta line on your chart. Sounds good, but the line thickness is such that, on en-route charts for example, it covers up some data on the victor airways lines, making it hard to read. I have bypassed this

little anomaly by seldom using the "go to" function. I use the 496 for that. I just follow progress on the iFly. This "line problem" is evidenced on the approach charts as well, as your course line is there on the chart, and it can be confusing since you're not following your initial course line when flying an approach.

But wait, there's more

The new software is also compatible with ADS-B weather. This weather is a free service (our tax dollars at work). But you need an ADS-B receiver to place the weather on the iFly display.

I've poked around, and they are about a thousand dollars or so. Not in the near future for me, but I do think about the fact that the 496 weather subscription is about \$500 per year, so a receiver would pay for itself after two years. We'll see. I suspect those receivers will come down in price over time, so I'll keep an eye on that.

The folks at iFly seem like a really smart, personable bunch. I have not had to contact them for any help, but I know people who have and they have reported that they get friendly help real quick. I have had a few e-mail exchanges, and they are very responsive.

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I did meet some of them at the EAA convention last summer, and they are a fun bunch. Their booth had a lot of traffic.

I could have spent tens of thousands of dollars to retrofit a glass cockpit, and not have much more navigational capability than I now have. The only thing I cannot do is legally fly a GPS or RNAV approach. So, thanks to Larry for showing me his iFly a year ago. I am definitely hooked. Now, if Santa would just get me an ADS-B receiver...

You can check out this gizmo at <http://www.iflyGPS.com>.

Larry Schubert is a 2,500+ hour private pilot, with an instrument rating. He learned to fly at Galt in 1996, having purchased his 1967 Cherokee 180, 4702L, after a whopping 3 hours of dual. He's been a Galt tenant for his entire flying life. He intends to keep the Cherokee (Lucy) until (A) she dies of old age or (B) he dies of old age or (C) his wife, Leslie, buys him that cool Icon amphib he's drooling over.

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cruise - 6 passenger capability -
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Contact Chuck Berkebile, ATP,
CFII at (815) 814-9582 or
cdmd80@ameritech.net.

WNHS Aviation Club

By Dan Wallis, Woodstock North High School EAA Aviation Club Coordinator

Everything is ready for the balloon launch, except one thing – the wind. Everything is prepared to go to the edge of space; the GPS, balloon, 3 cameras, helium, parachute and the payload box. However, the winds have been brutal.

We have been watching the winds aloft for the past several weeks and they have been very uncooperative. As the balloon ascends and descends it will pass through the jet stream and be pushed along on the fast moving air currents. So our balloon and little box could be traveling in excess of 50 knots while passing through the fastest currents. Unfortunately, they have just been too strong.

We have been using a balloon tracking computer model to predict the path of the balloon to its maximum height of 100,000, where the balloon will burst and where the balloon will ultimately land. The program takes into account both the current winds as well as the predicted winds.

In order to have the balloon land in McHenry County last weekend, the balloon launch would have had to take place in Cedar Rapids, IA. Logistically, that is just too far. We must transport the helium by vehicle to the launch site. Then there is getting the people there. While they can fly, last weekend they would have been flying into a 35 knot headwind, making a long flight even longer.

We are hoping that we will be able to launch around Monroe, WI or Freeport, IL. This would make the logistics of the launch much more feasible.

We will continue to monitor the winter winds and hope that we will have a Saturday soon and that will have abundant high pressure that will aid in our success. If you are interested helping with the launch or recovery, please contact me at aviationclub@eaa932.org.
What's Next?

While waiting for the winds to cooperate with the balloon launch, we do not want to wait on our next endeavor, remote controlled flying airplanes. Now I will be honest, I do not know anything about flying remote controlled airplanes, other than you should never stand in front of Justin Cleland when he is flying one, or you might have to work on your Matrix bullet dodging technique. Thankfully, we have an expert amongst us. Dean Marcott, EAA 932 Treasurer, has been flying with the Chain O' Lakes Eagles RC Flying Club for some time. The Chain O' Lakes Eagles is a well organized club that has been building and flying model aircraft for years. For more information about the Eagles visit their website is <http://www.coleagles.com>.

Dean is going to help develop a program for the Aviation Club members to learn about RC flying. On December 3rd as a prelude to the RC program, club members will be meeting at Galt Airport at 9:00am to review the four fundamentals of flight and basic aerodynamics. From what I have been told, the principles of flight related to GA aircraft apply to RC aircraft, at least to a certain extent.

This isn't just limited to club members. If you would like to come out and see what we are doing, you are invited. A little refresher from time to time doesn't hurt.

Hydraulic Headaches

By Captain Eric Rehm

Last month I had this idea to write about the aviation stuff we talk about at Galt, usually at the end of the day in Larry Ewing's hangar over a couple of beers. You know, "hangar stories", where we relive our aviation past and make our situations seem much

more dire than they really were and ourselves much more calm and heroic.

My musings turned into Flying on Fumes in the November issue and this month I thought I might bore you with another of my tales. I can't say that I can think of a moral to the story right now, but hopefully you'll find this interesting and if you make it all the way to the end, thanks for indulging me again.

I used to fly the Saab 340 back in the 1990's out of LaGuardia in New York City. The Saab is a twin engine turbo-prop airliner that has a crew of three (Captain, First Officer and Flight Attendant) and can seat 34 passengers.

On this particular day (I can't remember the exact date and can't be bothered to look it up in my old logbook) my crew and I had flown the Saab from LaGuardia (LGA) to Philadelphia (PHL). I remember it being a gorgeous VFR day with not a cloud in the sky and unlimited visibility. We did a what we airline people call a "quick turn." Basically unloaded the passengers and bags and then loaded the new passengers and their bags as quickly as possible, button everything up and go all in about twenty minutes. We were headed back to LGA and as we taxied out everything seemed fine with the plane. Heck, it flew in fine, it must fly out fine too, right?

There really wasn't much going on at PHL and we were quickly cleared for take off. Since it was my

leg to fly, I hauled back on the yoke when my First Officer, Chris, called "Rotate." Once the VSI showed a positive rate I called for, "Gear Up" and Chris dutifully reached for the gear handle and flipped it up.

I heard the normal sounds you hear when the gear is coming up; hydraulics whining and the change of the air flow over the aircraft. This was suddenly interrupted by a Master Warning light on the glare shield illuminating, a triple chime over the cockpit audio system and a red warning HYD light on our central warning panel.

Not only was this abnormal, it was bad.

Red lights and triple chimes are specifically designed to get your attention in that they signify something serious has happened to the aircraft and needs immediate attention.

We had a memory item in regards to the hydraulic system. It was simple. If the HYD light comes on you turn off the automatic system with a flip of a switch. I called, "hydraulic switch off" and Chris reached forward on the center pedestal where the switch was located and turned it off. The whine of the hydraulic pump stopped so we knew that had worked, now we just had to figure out what was wrong.

The first thing I looked at was the hydraulic quantity/accumulator gauges. They showed we still had some fluid left but that the four accumulators were either empty or



The hydraulic panel in the Saab 340 includes the hydraulic quantity indicator (top right), and the four accumulator pressure indicators (bottom left and right). The hydraulic pump switch is shown in the guarded and "auto" position (top left).

near empty. The accumulators are a type of repository that allows their respective systems to use hydraulic fluid and work properly. In the Saab, the hydraulics were used for brakes, nose wheel steering, flaps, landing gear and emergency landing gear extension.

I also noticed that the nose gear showed down with a green light but the two main landing gear showed in transit with no green lights but an amber light instead. This meant the mains were neither up or down all the way. So essentially I had an airplane without working brakes or flaps and with unsafe gear. My day had just got a bit complicated.

I told Chris to get out the hydraulic failure checklist and begin running it. I knew he would be at it for some time as it was the longest and most complicated checklist the Saab had. I called PHL departure and told them of our situation and that we would eventually be returning to land there. They were very nice and vectored us a couple of miles away and told us to just circle around until we were ready to come back. They asked if I wanted to declare an

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emergency but I said no since they were being so helpful. In retrospect I probably should have since that would have got them going getting Crash/Fire/Rescue (CFR) out to the runway if we had needed it.

I kept the airspeed under 150 knots as that was the maximum speed with gear in transit and put the autopilot on. At this point I kind of became the "project manager" of the flight. I kept an eye on the aircraft but since it was flying itself I was freed up to do other things.

I called the Flight Attendant, filled her in on what was going on and asked her to go look at the main landing gear which you could actually see from the passenger windows on the Saab. After looking, she came back and told me they looked down. This was only slightly encouraging as I figured the downlocks had released, thus the unsafe indication in the cockpit, so although the gear looked down, if we landed as we were, the two main gear stood a good chance of collapsing. Also, if it came to it, the emergency gear extension would not have worked because it relied on gravity to free fall from the full up position.

Next, I checked in with Chris on his progress with the checklist. He had gotten to the point of hand pumping the hydraulics. The Saab was equipped with a pole that would slot into a hole that was accessed by a hatch located by the First Officer's left foot. Once slotted in the hole, the crew member would alternately push and pull the lever, kind of like a wobble pump. This would manually move hydraulic fluid in lieu of the electric motor that we had previously turned off. Both of us had done this in the simulator before and it usually took about four to five pumps before hydraulic pressure was restored. Chris started pumping and we didn't get any hydraulic pressure after four



An excellent view of the landing gear of the Saab 340. Internet photo.

or five pumps and still none after four or five minutes. As he was pumping away he and I looked at each other a little worriedly.

I figured I'd better get some experts involved so I called up my dispatcher on the company radio frequency, told him of our situation and asked to speak to a mechanic. I quickly filled in the mechanic and expressed my concern that since we were not getting any pressure we might be simply hand pumping hydraulic fluid out of the aircraft.

Neither Chris nor I could remember if the hand pump used different hydraulic lines or not. The mechanic told me to hang on, went off the line for a few minutes, then came back and told me he didn't have an answer to my question. I then asked him for his advice and he said to land the aircraft. I still can't believe his cavalier attitude. He knew we had an unsafe gear indication but I guess if it's not your butt in the seat it doesn't seem to be that big of a deal.

We had lots of fuel so I was planning on wearing out Chris's left pumping arm before I came in to land although I did start to think about what we would have to do in case we couldn't get the hydraulics back and the gear safely down. I figured I would have the Flight Attendant move all the passengers as far away as

possible from the propellers. They were made of composites and I was afraid they would turn into shrapnel if they contacted the runway turning at 2400 RPM. I also figured I would have Chris shut the engines down just before we touched down to minimize the shrapnel effect. I was making all this up in my head because as I recall we did not have a checklist for a gear up landing. Not a comforting thought as I had visions of company and FAA inquiries into my accident running through my head not to mention a very real concern for the safety of my passengers in the back.

Time seems to elongate during these kind of situations so I have no real recollection of how much time actually passed but I think Chris was pumping for fifteen or twenty minutes when he excitedly proclaimed, "I think I'm getting some pressure." I looked over at him and it did seem as if he was having to work harder to pump. After a dozen or so more pumps I saw the accumulators begin to come up. Hallelujah we had hydraulics again!

We then followed the rest of the checklist which had us lower the gear, flaps and pump up the brake accumulators. When the two main gear thunked back in place and all

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A monthly report from Justin Cleland, Airport Manager, Galt Airport.

We have some big news to report this month! In response to all of the changes happening at Galt, Brian and I decided to form our own corporation a few months ago. Since then, we've been in negotiations with the court appointed Receivers and, as of November 1st, we came to terms on an agreement.

JB Aviation Management, Inc., is now the owner/operator of the flight school, aircraft maintenance, fuel sales, and grounds maintenance departments.

To make a very long story short, this agreement ensures that we can continue airport operations, without interruption, long-term. We will employ the same staff and operate exactly as before, just under a new name.

It's a huge weight off of our shoulders to have the deal finished, and we're really excited to start moving forward as a new company.

Again, we can't thank you enough for all of your patience and support throughout this transition. Quite honestly, we never would have considered doing this without you. It has been an interesting ride for the last few months, but Galt is a really special place and I'm happy to report it will remain that way for a long time to come.

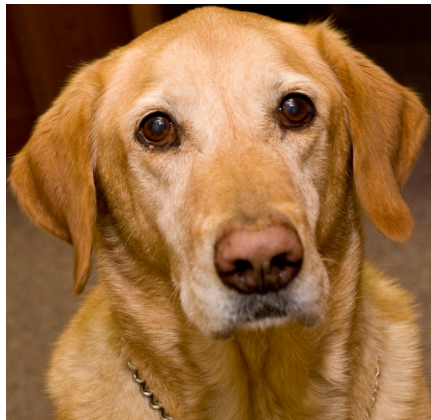
From now on, all of the services you receive at the airport will be billed by (and payable to) JB Aviation.

The only exception to this will be your monthly hangar rental, which will still be sent to Kinzie Real Estate Group.

As always, if you have any questions, please let me know. We

are looking forward to starting this new chapter at Galt Airport with you.

ANNOUNCEMENTS



Last Flight for Max

Sadly, our good old airport friend Max is no longer with us.

A familiar sight around the airport, Max and Larry Schubert were almost inseparable. Most of us have seen Larry's Cherokee taxi past, with Max in the back seat.

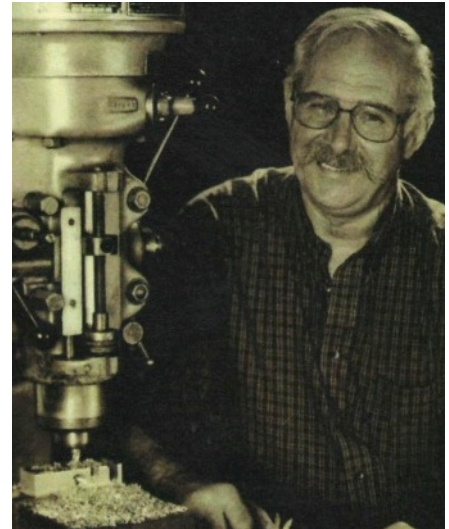
At 11 years old, Max developed some severe hip problems, and ultimately could not walk...let alone fly. It was a tough thing to do, but Larry and Leslie had to put him down in early October.

Galt was absolutely Max's favorite place in the whole world. He had a lot of friends out here, and he is greatly missed by his family.



Steven Russell Nusbaum

1946 - 2011



Steve Nusbaum, 65, died Thursday, November 3rd at Centegra Hospital, McHenry, two days after apparently suffering a heart attack while flying near his home in Hebron, IL.

Steve was a well known presence at Galt for many years.

He is survived by his wife, Carla and son, Chance.

Ally Flies West

Another sad loss for the airport, Justin and Erika Cleland recently had to put down their 10-year old dog Ally.

Justin had Ally since she was six weeks old and if there was anyone who loved to be at Galt more than Justin does, it was her. He brought her to the airport almost every day.

Her favorite activity was snowplowing - she would happily ride in the truck with Justin all day and night.

She will be greatly missed by everyone at Galt.



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, Galt Airport.

This month Brian wants to know how long is Galt's paved runway (9/27) from end to end, including the displaced threshold (grass to grass)?



If you think you know the answer, send your best guess to Brian at maintenance@onezerocharlie.com by December 23rd. The winner will be randomly selected from all the correct answers received and will win a Galt winter hat.

Answer to the November puzzle;

1. Swiss Air
2. United
3. Thai Airways
4. Delta
5. Qantas
6. Alaska Airlines
7. Korean Air
8. Continental
9. Lufthansa
10. American Airlines
11. Japan Airlines
12. Southwest Airlines
13. Mexicana
14. Hawaiian Airlines
15. Oceanic Airlines

Last month's winner was Jeffrey Skiba who wins a Galt Gear item of his choice.

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three gear indicators showed green I knew we were going to be fine. I called my Flight Attendant and told her to get ready for a normal landing and PHL cleared us in for a visual.

We landed normally and I managed to pull the aircraft off the runway onto a high speed taxiway and set the parking brake before we ran out of fluid in the accumulators. I actually thought about pumping the brake accumulators back up and taxiing to the gate because we had more fluid left but decided against it.

A few months before I had heard a similar story to mine but this particular crew did taxi the aircraft in to the gate and promptly ran out of hydraulic fluid as they tried to set the parking brake. The ground crew chocked the aircraft but when the crew shut the engines down, the aircraft jumped the chocks and ran headlong into a maintenance van that was parked in front of the aircraft. Luckily no one was hurt but I am sure that crew had a meeting with the Chief Pilot and the FAA so I took that cautionary tale to heart and waited for a tug.

As luck would have it another Saab had just landed so we offloaded our passengers and their bags onto the newly arrived aircraft and they went on their merry way to LGA only a little bit late. I got out of the aircraft and was greeted by a contract mechanic who asked me what the problem was. I told him and he kind of scoffed at me. For a moment I thought oh no, did I get this wrong? Trust me, it wouldn't be the first time I called a mechanic about something I was sure was broken only to have them flip a switch or turn a knob or do something simple, give me a wry "sure it's broken... not" smile and

walk away. The mechanic, Chris and myself walked to the nose wheel well and took a look inside. This is where all the hydraulic lines converged. It was absolutely covered in red hydraulic fluid. There was definitely a line blown somewhere. Woo Hoo, at that point I was actually happy and relieved there was confirmation that there was something broken. We spent most of the rest of that day filling out paperwork and hanging out in our operations room before hitching a ride back to LGA as passengers.

That was the only real emergency I experienced while flying the Saab. As I look back I think as I did then that my crew and I did a good job. I was still a relatively new Captain, certainly a young one being only 25 or so and had a fairly new and inexperienced First Officer as well.

The one thing I would have done differently is declared an emergency. Maybe Chris remembers differently but I don't recall CFR waiting for us by the runway when we landed. I should have had them there just in case something had happened. It was dumb not to. I think I was just trying to make as if everything was normal even when it wasn't.

So maybe that's the moral of the story and why we tell these "hangar stories." To learn from others and their past experiences whether good or bad so we can draw upon them like I did when I decided not to push things and wait for a tug to tow me into the gate.

Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.

EAA Chapter 932 News

President's Message

By Bruce Schottland, President
EAA Chapter 932

Since first arriving at Galt Airport I have been inspired in some way by every person I have met there. At the November meeting of EAA Chapter 932 I was elected Chapter President. Hopefully, in this role I can inspire others, as well.

My overarching goal as President is to increase participation.

I hope to accomplish this by creating new opportunities for people to get involved and improving those that already exist.

My strongest interest in the EAA

is its role in promoting aviation to the public at-large, among area pilots and to existing pilots at Galt Airport. All of this would be good for Galt Airport, particularly right now. Hopefully we can all get involved.

I would welcome anybody's help in accomplishing this goal. Further, if you have any ideas or suggestions, please contact me or attend a meeting.

I am certain that with all the wonderful people at Galt Airport and the broad range of experience and enthusiasm each possesses, we can make Chapter 932 a vibrant, diverse organization that fosters the spirit of aviation.

Next EAA 932 Meeting

The next chapter 932 Board meeting will be held in Bruce Schottland's hangar on Saturday, December 10th at 9:00 a.m. and the general chapter meeting will start at 10:00 a.m. The temporary location is necessary because of a mold problem in the EAA Hangar.



EAA Chapter 932 Treasurer's Report

Balance (7/15/11)	\$1,554.12
Bank fees	-\$ 23.95
Hangar rent	-\$ 192.00
Other expenses	-\$ 55.00
Building repairs	-\$ 255.24
Membership dues	\$ 80.00
Donations	\$ 44.00
Food Sales	\$ 421.00
Raffle	\$ 52.00
Advertising revenue	\$ 40.00
Balance (11/21/11)	\$1,664.93

WNHS Aviation Club

Grant	\$5,000.00
Project Thunderbird	-\$ 162.36
Balance	\$4,837.64

Galt Airport Holiday Party

Date: Saturday, December 17
Time: 6:00 p.m.

Come celebrate the season
with your friends at Galt!

Appetizers and drinks provided.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501 (c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting - November

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: November 12, 2011

In Attendance: Greg Domski, Dean Marcott, Mike Evans, Beth Rehm, Jeff Hill, Sr., Patrick Hoffman, John Roach, Ron Twinn, Scott Feeman, Walt Weidig, Dan Johnson, Justin Cleland, Bruce Schottland, Dan Wallis, Dave Spitzbart, Emily Medina and Esther Medina.

Minutes:

- The Aviation Club balloon launch planned for November 12th was postponed again due to high winds.
 - Chapter Office Elections:
 - Beth nominated Bruce for President. Greg suggested an immediate vote. Bruce was elected unanimously.
 - Beth was nominated for Vice President and also elected unanimously.
 - The new terms begin on December 1st and run through November 2013.
 - Greg opened the floor to suggestions for 2012 activities;
 - Jean was not in attendance, but has some ideas for Aviation Club activities.
 - It was suggested that more student-centric events be held at the airport.
 - Greg suggested that we explore the possibility of a work weekend at Oshkosh. John concurred and suggested that we may be able to arrange a weekend working in the Kermit Weeks hangar. Work usually begins in mid May and run through to mid July.
 - Mike suggested that in light of the Piper Cub's 75th birthday, we should promote Galt Airport as a friendly fuel and rest stop on the way up to Oshkosh. This may require posting on internet message boards and flyouts to area airports to hang posters.
 - Dan Johnson suggested a skiplane flyout to Castaways on Pistakee Lake in February.
 - Everyone wants to do Young Eagles events, but we are still missing a coordinator.
 - John will be hearing from the (vintage aircraft club? I didn't get the name) for the vintage fly-in and would like to have more support from the chapter. Beth suggested that we could have a fly-mart/garage sale during the vintage fly-in. Dan Wallis spoke up in support of Beth's idea.
 - Mike suggested that we form a promotion committee to attract more visitors to our events.
 - Dan Wallis suggested that we could fly members of the Aviation Club up to the Oshkosh Aviation Museum.
 - Dean is interested in teaching kids about model airplanes. Esther Medina said that CAP is working on R/C gliders and R/C planes for their aerospace program over the winter.
 - Arnie Quast has offered to arrange a chapter tour of the Warbird Heritage Museum in Waukegan
 - Greg asked if we wanted to continue the pancake breakfast tradition. If we are to do it again this year, we will need to promote it better as it was not profitable in 2011, though mostly due to weather.
 - Justin plans to do the flour drop again in 2012. Food sales at the flour drop were a large source of funds for the chapter this year. Justin would like more attractions at the bomb drop next year such as car clubs, dutch ovens, etc. Dave likes the idea of someone else doing the cooking.
 - Chili Fest was not well attended this year, but could have a better turnout in 2012 if it is promoted.
 - Beth said that Jack Weiss suggested doing a movie night after watching Barnstormers. Justin would like to do the drive-in/fly-in movie night, possibly setting up a big screen on the stage. The larger community would be invited to attend.
 - Beth would like to host an FAA Safety Seminar, but we need to find a decent speaker. Dan Wallis is a flight safety rep and can help arrange the WINGS program.
 - Greg suggested the usual B17 trip to Marengo when it is warmer - Jeff Hill suggested April as a possible date.
 - Beth suggested that we need to define our vision for what the chapter is doing and then plan our annual activities to meet our mission. We are undertaking fundraising activities, but need to better define the underlying purpose of the chapter.
 - Dean mentioned that our fundraising activities in 2011 netted approximately \$400. We did not rent the tent at all this year. The Flour Drop event was our biggest money maker and we lost money on the pancake breakfast.
 - Mike will be sending out a survey to past and current members to determine what members want to get out of the chapter.
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Galt Traffic Classifieds



PIPER J-5A CUB CRUISER

GROUND-UP RESTORATION
COMPLETED NOVEMBER 2007

A/C manufactured April 1940; S/N 5-20; registration N27053; TTAF 1382 hrs. Eng. C-85 with 0-200 STC; TT 791 hrs; 15 hrs SMOH; all eng. work done by FAA CRSs. Original paint scheme, orange with black arrow. Electrical

system; starter, generator, battery, lights. All new cables, wiring and AN hardware throughout. Original instruments reconditioned and and faces silk screened by Keystone of Lock Haven, PA. New Sensenich 76-2-AK metal prop. New Scott full swivel tail wheel. New tires and tubes and Grove disc brakes. New exhaust system. New Slick magnetos and harness. Starter, generator and carburetor overhauled. Located at Galt Airport, Greenwood, IL (10C).

Asking \$58,000. Contact Jeff Hill at (815) 338-3551 or by email at JeffryHill@sbcglobal.net.

T-HANGAR FOR RENT

T-hangar for rent at Galt Airport. \$300.00 per month. Heat and

electricity possible. Contact Bill Laskey at (815) 459-5084 or wlaskey@sbcglobal.net.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and any other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange for collection.

CLASSIFIED ADVERTISING

One of the benefits of being a member of EAA Chapter 932 is that you may advertise your aviation-related products and services free of charge in a classified ad in this newsletter.

Email your ad content to the editor at editor@eaa932.org.



NEW Dessert Pizzas

Chocolate Chip Cookie Dough, Cherry & Apple \$6.95

815-653-2400

We Accept    

Dine-in, Carry Out or Delivery. We Deliver to
Wonder Lake, Hebron & Richmond.

7613 Howe Road
Wonder Lake, Illinois
(One block West of Barnard Mill Road)

HOURS:

Sunday 12-10
Monday 3-10
Tuesday 3-10
Wednesday 3-10
Thursday 3-10
Friday 3-11
Saturday 12-11

DAILY PIZZA SPECIALS

MONDAY \$6.75 12" PIZZA (one topping) Limit 4
TUESDAY \$9.75 MEDIUM PIZZA (one topping) Limit 2
WEDNESDAY \$15.99 2 SMALL PIZZAS (one topping)
THURSDAY \$25.99 2 LG PIZZAS (one topping)
FRIDAY \$5.00 OFF 2 XLG PIZZAS
SATURDAY \$29.99 2 XLG PIZZAS (one topping)
SUNDAY \$3.00 SMALL PIZZA WITH ANY XLG (small pizza-one topping) Limit 1

Monday Pizza Special Limit 4
Tuesday Thru Saturday Pizza Special: Limit 2.
Sunday Pizza Special: Limit 1.
Additional Pan Stuffed and Topping Charges Apply
NOT VALID WITH ANY OTHER OFFER

Having a Party?
Call Us we Can Help!



OPEN
7
DAYS A WEEK

Daily Dinner Specials

SUNDAY Jumbo Shrimp & Ribs Combo...15.95
MONDAY Tortellini Bake...7.95
TUESDAY Cheese Ravioli with Meatballs...7.95
All you can Eat Pizza & Pasta Buffet in our Dining Room...7.95
WEDNESDAY Lasagna with Italian Sausage...8.95
All you can Eat Crab Legs in our Dining Room...24.95
THURSDAY Chicken and Broccoli Linguini...7.95
FRIDAY 21 Piece Shrimp Basket...6.95
All you can Eat Fish Fry or Chicken Strips in Our Dining Room...9.95
SATURDAY BBQ Ribs 1/2 Slab...10.95
Full Slab...15.95

Galt Airport/EAA 932 Calendar of Events

- December 3** WNHS Aviation Club meeting, Galt Airport (10C), 9:00 - 11:00 a.m.
- December 10** EAA Chapter 932 board meeting, Galt Airport (10C), 9:00 - 10:00 a.m.
- December 10** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 - 11:00 a.m.
- December 17** WNHS Aviation Club meeting, Galt Airport (10C), 9:00 - 11:00 a.m.
- January 14** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 - 11:00 a.m. Details TBD.
- February 11** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 - 11:00 a.m. Details TBD.
- March 10** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 - 11:00 a.m. Details TBD.

See the EAA Chapter 932 web site at <http://www.eaa932.org> for a complete list of events for Galt Airport, FOG and EAA Chapter 932.

Other Aviation Events

- December 3** Santa Fly In, Aviation Heritage Center of Wisconsin, Sheboygan Falls, WI (SBM), 1:00 - 3:00 p.m.
- December 3** Sporty's Hot Dog Fly-in. Clemont County/Sporty's (I69). Free hot dogs, noon - 2:00 p.m.
- December 3** American Flyers Wings Seminar, Fly-in/Drive-in with free lunch, West Chicago, IL (DPA).
- December 3** American Flyers Wings Seminar, Fly-in/Drive-in with free lunch, Wheeling, IL (PWK).
- December 27** EAA Chapter 790 meeting, Barrington Library, 505 N. Northwest Hwy. Barrington, 6:30-8:45 p.m.
- January 28-29** Composite Construction Workshop, Oshkosh, WI. (<http://www.sportair.com/schedule.html>)
- January 28-29** Fundamentals of Aircraft Building, Oshkosh, WI. (<http://www.sportair.com/schedule.html>)
- January 28-29** Electrical Systems & Avionics, Oshkosh, WI. (<http://www.sportair.com/schedule.html>)
- January 28-29** Fabric Covering Workshop, Oshkosh, WI. (<http://www.sportair.com/schedule.html>)
- January 28-29** Gas Welding Workshop, Oshkosh, WI. (<http://www.sportair.com/schedule.html>)

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

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|---------------------|---|------------|
| 12/7/11, 8:00 p.m. | The EGT Myth (AMT credit) | Mike Busch |
| 12/8/11, 7:00 p.m. | Airspace and Communications Essentials (WINGS credit) | Don Weaver |
| 01/04/12, 8:00 p.m. | All About Magnetos (AMT credit) | Mike Busch |
| 02/01/12, 8:00 p.m. | Deciding When to Overhaul (AMT credit) | Mike Busch |
| 03/07/12, 8:00 p.m. | All About Batteries (AMT credit) | Mike Busch |
| 04/04/12, 8:00 p.m. | All About Alternators (AMT credit) | Mike Busch |
| 05/12/12, 8:00 p.m. | All About Tires (AMT credit) | Mike Busch |

EAA Chapter 932 Officers and Directors

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Dean Marcott (815) 344-4709 deanmarcott@yahoo.com

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Woodstock North HS EAA Aviation Club Coordinator: Dan Wallis (815) 451-6102 aviationclub@eaa932.org

Young Eagles Coordinator: Vacant

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood / Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday

Airport Manager: Justin Cleland

Director of Maintenance: Brian Spiro

FBO: (815) 648-2433 fbo@onezerocharlie.com

Office: (815) 648-2433 office@onezerocharlie.com

Maintenance: (815) 648-2642 maintenance@onezerocharlie.com

Flight School: flightschool@onezerocharlie.com

Line: line@onezerocharlie.com

Web Site: <http://www.galtairport.net>

Facebook: <http://www.facebook.com/GaltAirport>



GALT AIRPORT
Greenwood, Illinois

AVGAS

Galt Tenant Price

\$5.15

(includes tax)

This newsletter is published monthly and distributed via email to approximately 300 readers. Paper copies are also available in the FBO or you can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.
